



US Army Corps  
of Engineers  
Seattle District



# Joint Public Notice

## Application for a Department of the Army Permit and a Washington Department of Ecology Water Quality Certification and/or Coastal Zone Management Consistency Concurrence

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Regulatory Branch  
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SEA Program  
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Federal Permit Coordinator

Public Notice Date: September 18, 2015  
Expiration Date: October 18, 2015

Reference No.: NWS-2014-1128-WRD  
Name: Tacoma, Port of and Puget  
Sound Energy

Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Washington Department of Ecology (Ecology) have received an application to perform work in waters of the U.S. as described below and shown on the enclosed drawings dated May 4, 2015.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Ecology will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws and the Coastal Zone Management Act.

**APPLICANT:** Port of Tacoma  
Attention: Mr. Tony Warfield  
P.O. Box 1837  
Tacoma, Washington 98401-1837  
Telephone: (253) 428-8632

Puget Sound Energy  
Attention: Mr. Larry Tornberg  
P.O. Box 97034 EST 09E  
Bellevue, Washington 98009-9734  
Telephone: (425) 456-2691

**LOCATION:** In Blair Waterway and Hylebos Waterway, in Tacoma, Washington

**WORK:** Construction of two Liquefied Natural Gas (LNG) fueling piers to occur over a ten year period. Construction of the Totem Ocean Trailer Express (TOTE) Marine Vessel LNG fueling pier, in Blair Waterway would include: installation of 81-foot long by 33-foot wide trestle (2,673 square feet) supported by twelve 30-inch diameter steel piles and a 69-foot long and 32-foot wide LNG loading platform (2,208 square feet) supported by twenty 30-inch diameter steel piles. The loading platform and access trestle would be constructed of pre-cast concrete panels or poured-in-place concrete. The loading platform would have a fender system that would include up to ten 14-inch diameter steel piles with rub strips on the breasting face of each fender pile. Loading platform would be outfitted with cryogenic marine hoses or loading arms to facilitate the transfer of LNG from the LNG fueling system into the fueling system of TOTE vessels. The access trestle would include a roadway for fire truck access, pipe racks, utility corridor, awalkway for personnel, and a spill channel for conveying spills from the



## NWS-2014-1128-WRD, Tacoma, Port of and Puget Sound Energy

loading platform to an onshore containment sump in the event of a spill. The spill channel and containment sump would be sized for a maximum spill event. A steel pile supported catwalk would provide line-handlers access to the onshore mooring point and capstan from the aft loading ramp. The open steel grated catwalk with hand rails would connect the loading platform to the onshore mooring point and capstan. Two 18-inch diameter piles would be used to support the catwalk. A breasting dolphin would be installed, just north of the existing loading pier, to protect the existing pier and the proposed LNG loading platform from impacts by TOTE vessels. This breasting dolphin would consist of four 30-inch diameter steel piles with six foot cone fender. Up to 20 cubic yards of sand would be placed in any holes left from the removal of existing piles in the Blair Waterways as part of proposed work.

Construction of Tacoma LNG Fueling pier, in Hylebos Waterway would include: the removal of the existing creosote treated timber pier and the new concrete pier would be constructed within the footprint of the old structure. The new concrete pier would be 60-foot long and 25-foot wide (1,500 square feet), with a concrete access trestle, 68-foot long by 33-foot wide (2,244 square feet), extending from the upland site. The access trestle would include an access lane for fire trucks, a spill channel, pipe racks, utility corridor, and a walkway for personnel. The walls of the spill channel would be set to accommodate a maximum spill event and the entire trestle would be sloped to convey any spill to the containment area on shore. The pier and access trestle would be constructed of pre-cast concrete panels or poured-in-place concrete. The new pier and trestle would be supported by twenty-six 30-inch diameter steel piles. The fender system at the face of the pier would consist of sixteen 18-inch diameter steel piles with rub strip on the breasting face of each fender pile. The berthing system would include four 15-foot by 15-foot dolphins (each 225 square feet), positioned at either end of the pier. The dolphins would each be supported by up to ten 18-inch diameter steel piles. The two inner dolphins would be used for both breasting and mooring and would each have four 18-inch diameter steel piles with an ultra-high molecular weight polyethylene rub strip on the breasting face of each fender pile. The outer dolphins would be for mooring only and would not have fenders. Access to the dolphins would be provided by aluminum or steel grated catwalks having a total surface area of 1,450 square feet. Shoreline improvements would include installation of 600 linear feet of new steel sheet pile bulkhead about nine feet landward of the existing timber bulkhead. The existing timber bulkhead and fill material (up to 1,900 cubic yards) would be removed after the steel pile bulkhead is installed and shoreline would be sloped (2:1 sloped) with the placement of up to 690 cubic yards of riprap. Operation of the new pier would include the loading of LNG from the upland storage tanks onto bunkering barges using in-tank LNG loading pumps by way of the loading pipeline. The above ground cryogenic pipeline would route to the pier on a trestle and extend along the pier to the loading platform at the end of the pier. The LNG transfer pipeline would end at the articulated loading arm outfitted with cryogenic marine hoses to facilitate the transfer of LNG from the LNG fueling system into a bunkering barge. A concrete spillway installed down the trestle below the transfer pipeline would provide for conveyance of any released liquid to a purpose-built containment basin located onshore, in the unlikely event of a liquid release.

Upland Facilities not within the Corps' jurisdiction include: The Tacoma LNG Facility would be constructed on a 33 acre site along the northern half of the Blair-Hylebos peninsula and bordered by the Hylebos Waterway to the northeast, the TOTE facility to the northwest and southwest, and East 11<sup>th</sup> Street to the southeast. The LNG facility would be sized to produce 250,000 gallons of LNG per day from natural gas. The project would include improvement to the existing Puget Sound Energy natural gas distribution system to facilitate supply of natural gas to the new facility. These improvements include the construction of two new underground natural gas distribution pipeline segments, a new natural gas limit station, and modifications to an existing natural gas gate station. These improvements would be located in the City of Tacoma, the City of Fife, and unincorporated Pierce County. LNG would be transferred to the TOTE facility through new cryogenic pipeline that extend about 800 feet underground from the Tacoma LNG Facility until reaching the aboveground transition point near the proposed loading platform at the TOTE facility. These improvements would not result in impacts to wetlands or waterbodies.

**PURPOSE:** To provide LNG fuel for marine transportation and provide more reliable gas service to existing customers during periods of peak winter demand.



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**ADDITIONAL INFORMATION:** The trestle and loading platform concrete would meet the requirements of 49 CFR Part 193, *Liquefied Natural Gas Facilities* and National Fire Protection Association Standard 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas*. This code and standard requires solid concrete decking for marine loading areas in order to allow vehicle access and spill impoundment.

**MITIGATION:** The applicant proposed to mitigate for the impacts of the proposed project by the removal existing overwater coverage and creosote-treated piles from both waterways. Up to 532 piles and 15,245 square feet of overwater structures would be removed, resulting in an overall reduction of 390 piles and 4,095 square feet of overwater coverage in both waterways.

**ENDANGERED SPECIES:** The Endangered Species Act (ESA) requires Federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. After receipt of comments from this public notice, the Corps will evaluate the potential impacts to proposed and/or listed species and their designated critical habitat.

**ESSENTIAL FISH HABITAT:** The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed action would impact EFH in the project area.

**CULTURAL RESOURCES:** The Corps has reviewed the latest published version of the National Register of Historic Places, Washington Information System for Architectural and Archaeological Records Data and other sources of information. Historic properties are recorded near the proposed project. However, they do not occur in the permit area. The permit area has been so extensively disturbed by modern development that little likelihood exists for the proposed project to impinge upon an undisturbed historic property. The Corps invites responses to this public notice from Native American Tribes or Tribal governments; Federal, State, and local agencies; historical and archeological societies; and other parties likely to have knowledge of or concerns regarding historic properties and sites of religious and cultural significance at or near the project area. After receipt of comments from this public notice, the Corps will evaluate potential impacts and consult with the State Historic Preservation Officer and Native American Tribes in accordance with Section 106 of the National Historic Preservation Act, as appropriate.

**EVALUATION – CORPS:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Native American Nations or Tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.



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The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the U.S.

SOURCE OF FILL MATERIAL: The applicant has not yet identified the source of the fill material. Should a permit be issued, the Corps will evaluate the fill material source prior to the start of construction.

EVALUATION – ECOLOGY: Ecology is soliciting comments from the public; Federal, Native American Nations or Tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Ecology will be considering all comments to determine whether to certify or deny certification for the proposed project.

### ADDITIONAL EVALUATION:

The City of Tacoma has begun the State Environmental Policy Act Environmental Impact Statement process for this project.

COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether authorizing the work would not be contrary to the public interest. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commenter's name, address, and phone number. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

Copies of this public notice which have been mailed or otherwise physically distributed feature project drawings in black and white. The electronic version features those drawings in color, which we think more accurately communicates the scope of project impacts. To access the electronic version of this public notice, go to the Seattle District's web page at <http://www.nws.usace.army.mil/> and under the heading Open Public Comment Periods select Regulatory Public Notices. Recently-issued public notices are listed in chronological order of the date of issuance. Select and view the listing for this project.

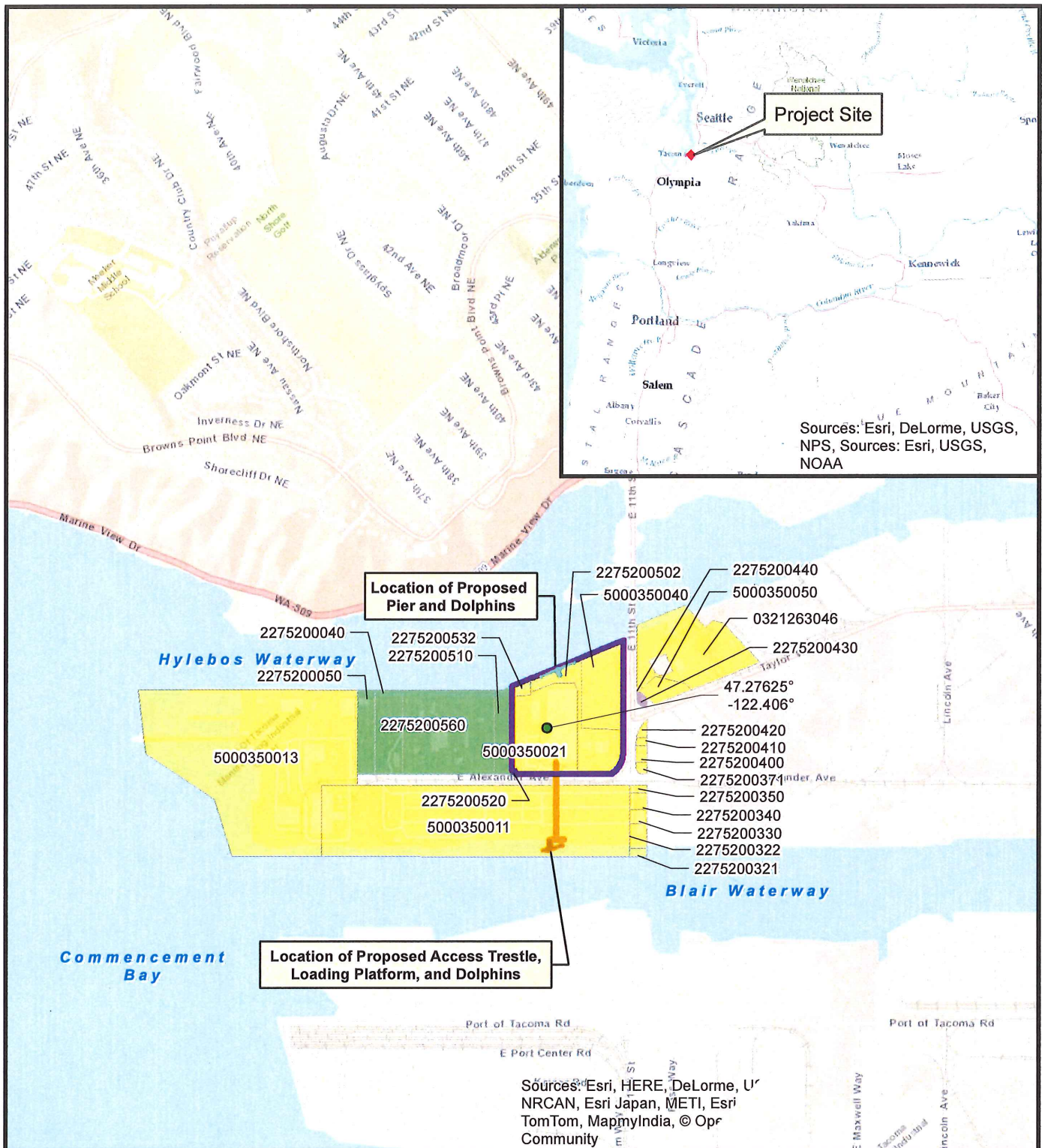
CORPS COMMENTS: All e-mail comments should be sent to [olivia.h.romano@usace.army.mil](mailto:olivia.h.romano@usace.army.mil). Conventional mail comments should be sent to: U.S. Army Corps of Engineers, Regulatory Branch, Attention: Ms. Olivia Romano, P.O. Box 3755, Seattle, Washington 98124-3755. All comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act including any personally identifiable information such as names, phone numbers, and addresses.

ECOLOGY COMMENTS: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA and/or Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following address: Washington State Department of Ecology, Attention: Federal Permit Coordinator, P.O. Box 47600, Olympia, Washington 98504-7600, or e-mail to [ecyrefedpermits@ecy.wa.gov](mailto:ecyrefedpermits@ecy.wa.gov).

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Tacoma, Port of; NWS-2014-1128-WRD

Encl: Figures (17)









## Legend

- Proposed Tacoma LNG Facility Site Boundary
- Proposed TOTE Marine Vessel LNG Fueling System
- City Limit Boundary
- Parcel Boundary

Sheet 2 of 17

Applicant Name: Puget Sound Energy  
Proposed Project: Tacoma LNG Project  
Location: Tacoma, WA

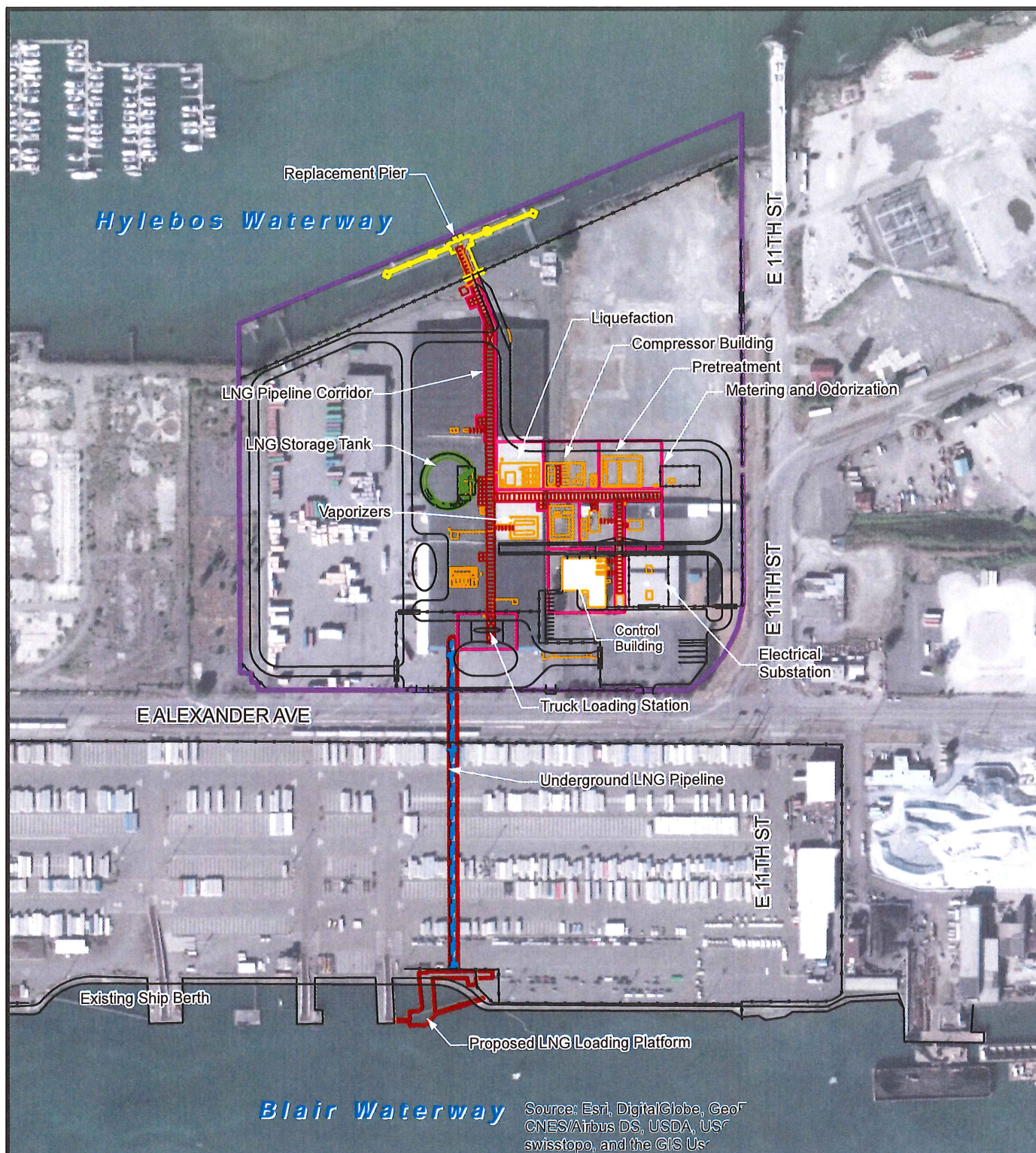
Date: December 2014 Revised 5/4/15



## Figure 2 Existing Conditions at Proposed Tacoma LNG Facility and TOTE Marine Vessel LNG Fueling System Sites

Tacoma LNG Project  
USACE Ref # NWS-2014-1128-WRD





### Legend

- Proposed Tacoma LNG Facility Site Boundary
- Proposed TOTE Marine Vessel LNG Fueling System
- Pipeline - TOTE
- LNG Tank
- Racks
- Equipment
- Fence

0 350 Feet



Applicant Name: Puget Sound Energy  
Proposed Project: Tacoma LNG Project  
Location: Tacoma, WA

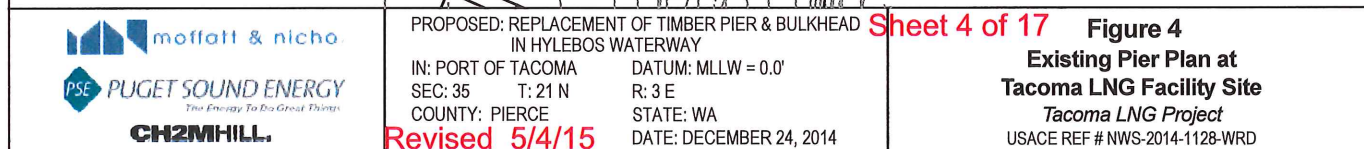
Date: December 2014 **Revised 5/4/15**

**PSE** PUGET SOUND ENERGY  
*The Energy To Do Great Things*

### Figure 3 Overall Site Plan

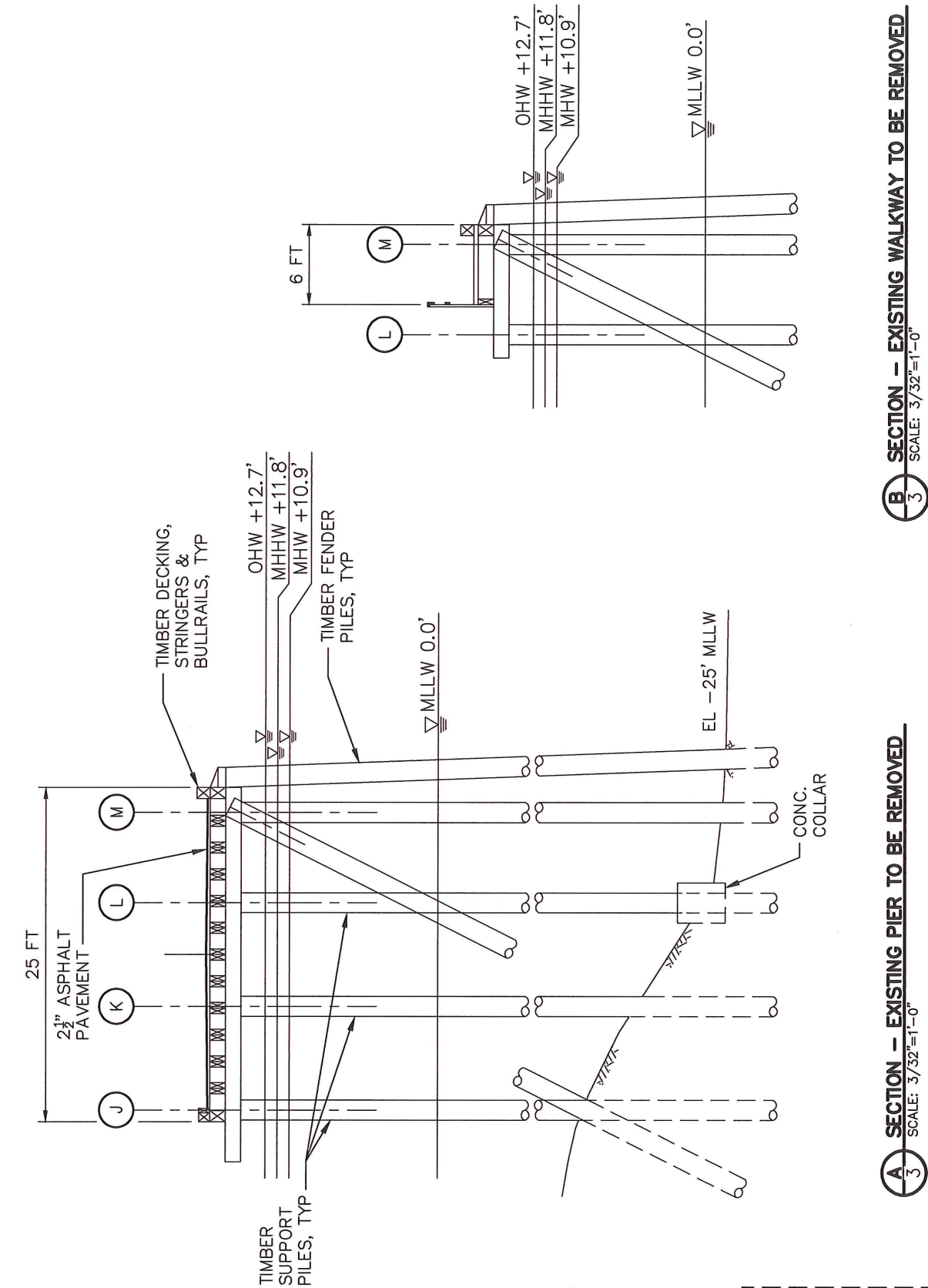
Tacoma LNG Project  
USACE Ref # NWS-2014-1128-WRD







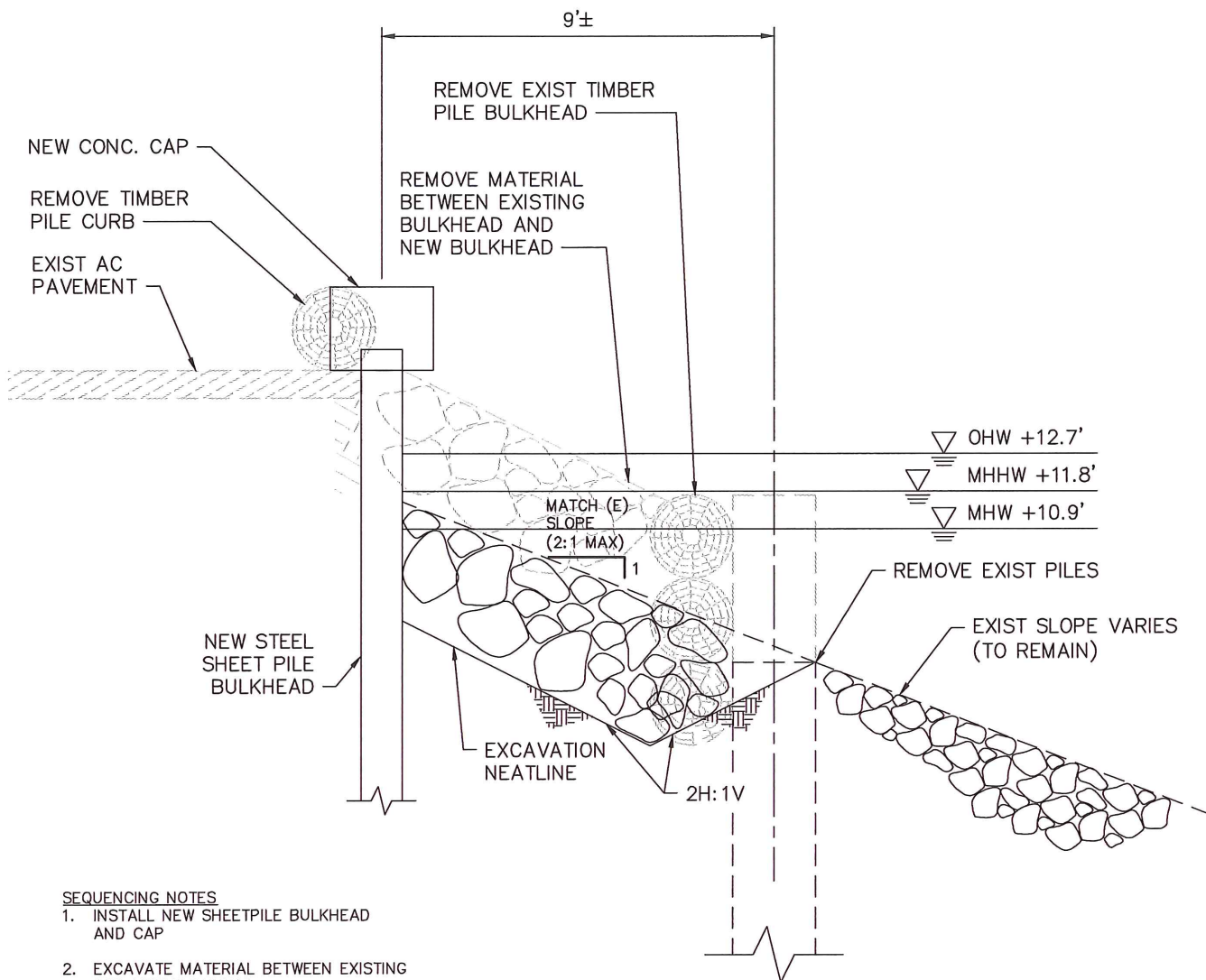
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PRELIMINARY



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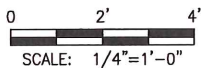
**SEQUENCING NOTES**

1. INSTALL NEW SHEETPILE BULKHEAD AND CAP
2. EXCAVATE MATERIAL BETWEEN EXISTING AND NEW BULKHEAD
3. PLACE BACKFILL BEHIND EXISTING BULKHEAD
4. REMOVE EXISTING TIMBER BULKHEAD



**SECTION - TIMBER BULKHEAD DEMOLITION & SLOPE RECONSTRUCTION**

SCALE: 1/4"=1'-0"



PRELIMINARY



PROPOSED: REPLACEMENT OF TIMBER PIER & BULKHEAD  
IN HYLEBOS WATERWAY

IN: PORT OF TACOMA      DATUM: MLLW = 0.0'

SEC: 35      T: 21 N      R: 3 E

COUNTY: PIERCE      STATE: WA

Revised 5/4/15      DATE: DECEMBER 24, 2014

Sheet 6 of 17      Figure 6

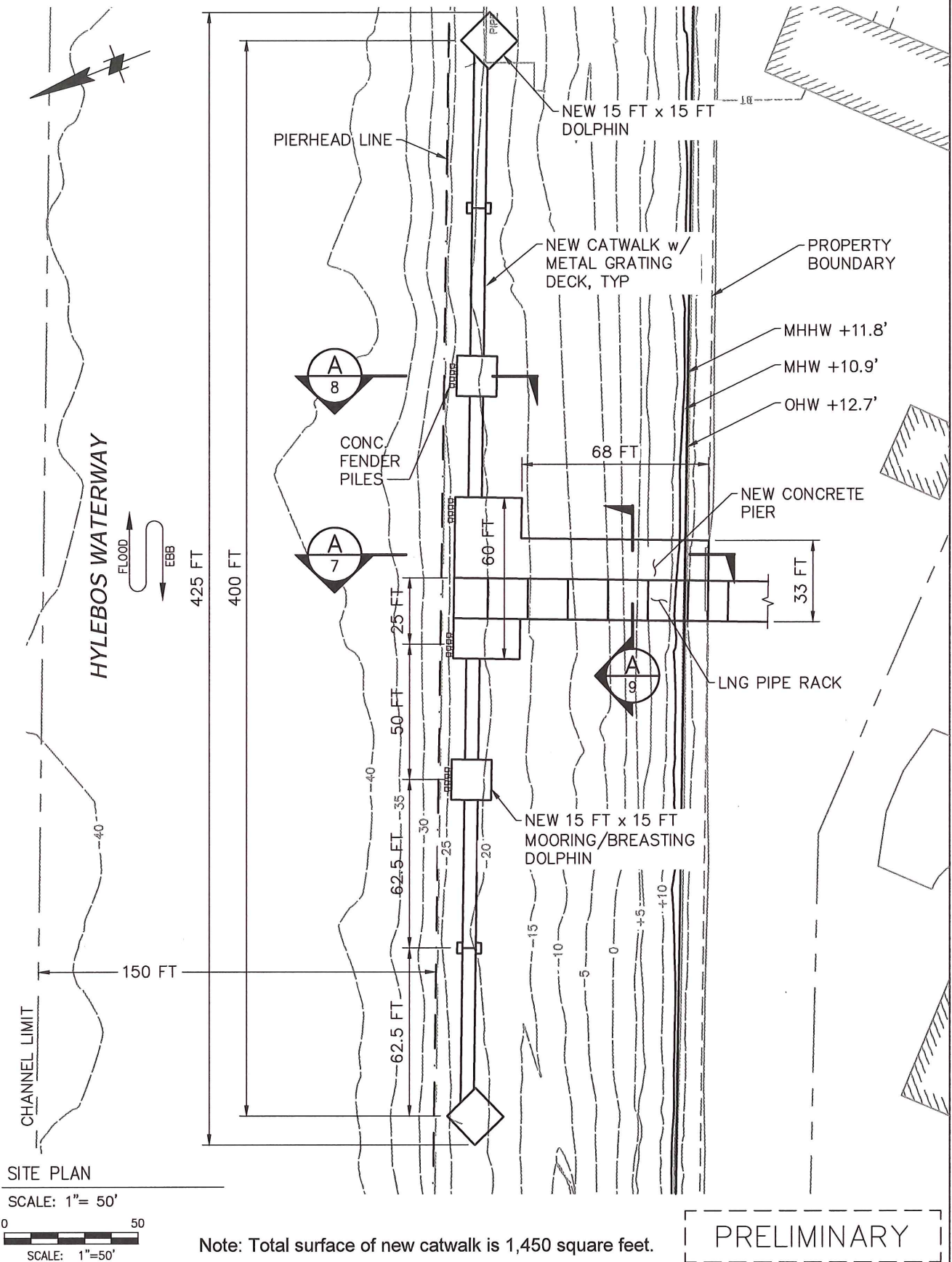
**Existing Shoreline Elevation  
at Tacoma LNG Facility Site**

Tacoma LNG Project

USACE REF # NWS-2014-1128-WRD

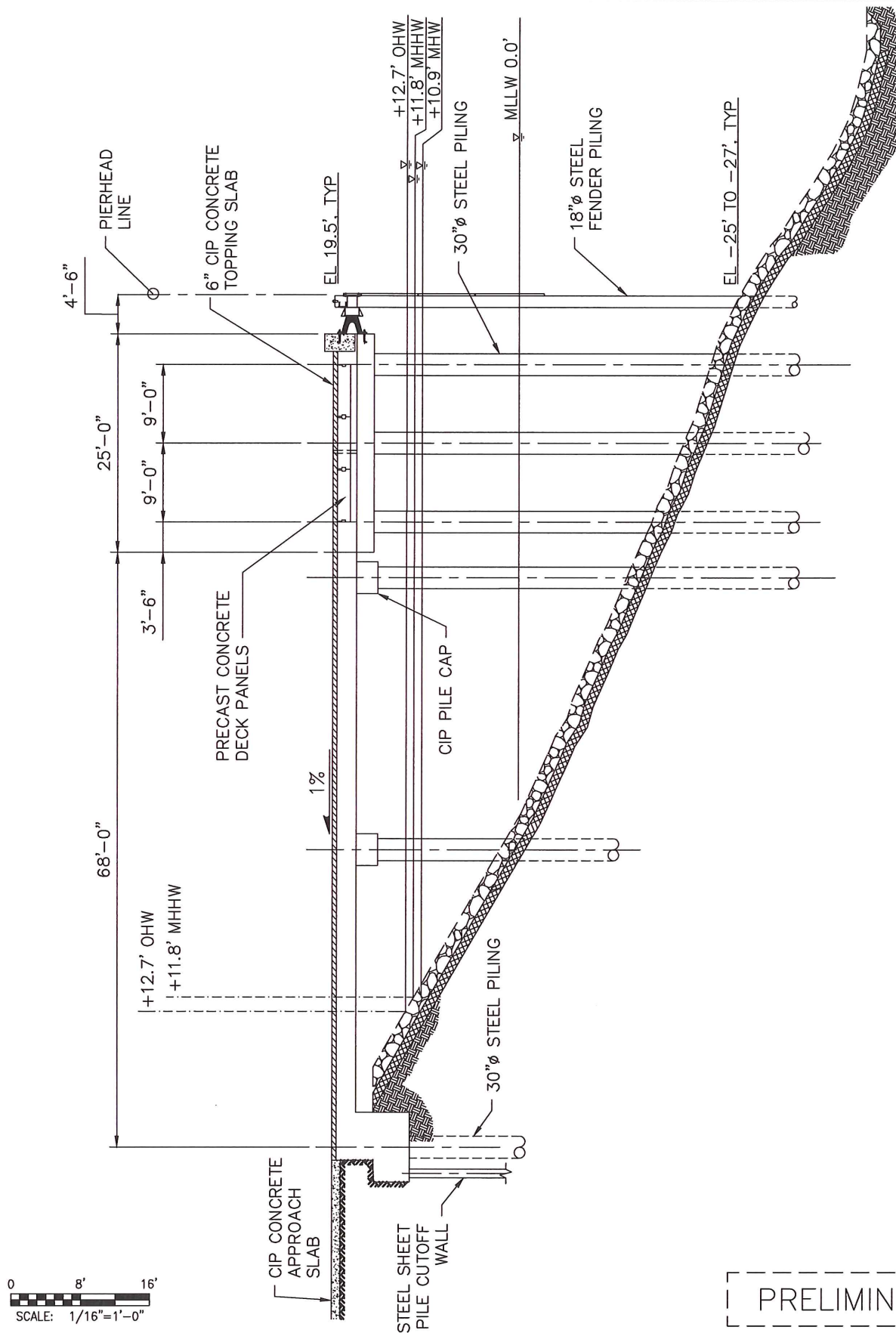


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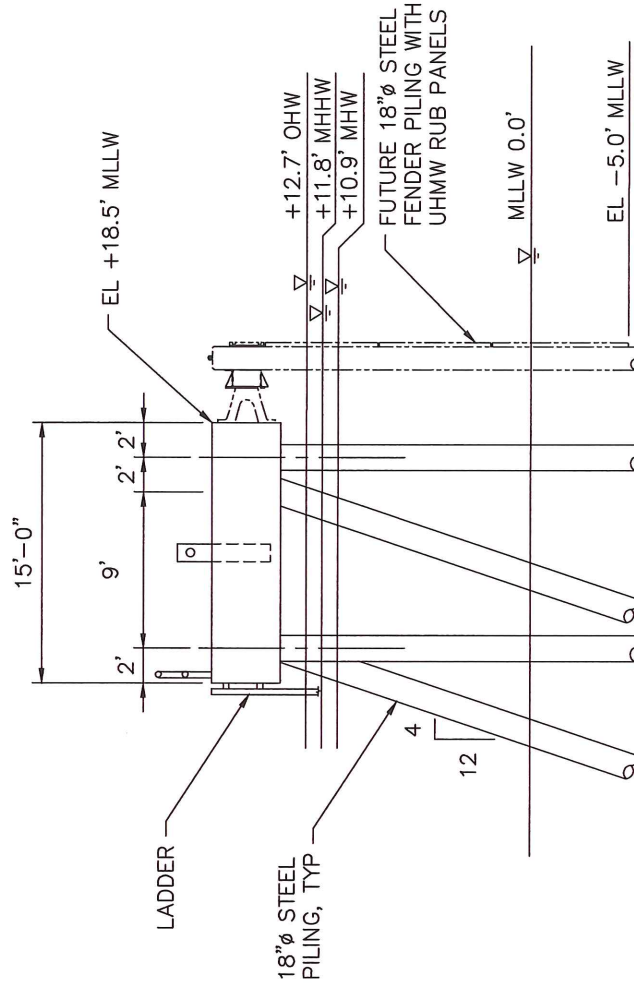
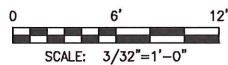


**A** SECTION - NEW PIER  
SCALE: 1/16"=1'-0"

PRELIMINARY



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**A** ELEVATION - MOORING/BREASTING DOLPHIN  
SCALE: 3/32"=1'-0"

PRELIMINARY



PROPOSED: REPLACEMENT OF TIMBER PIER & BULKHEAD  
IN HYLEBOS WATERWAY  
IN: PORT OF TACOMA DATUM: MLLW = 0.0'  
SEC: 35 T: 21 N R: 3 E  
COUNTY: PIERCE STATE: WA  
Revised 5/4/15 DATE: DECEMBER 24, 2014

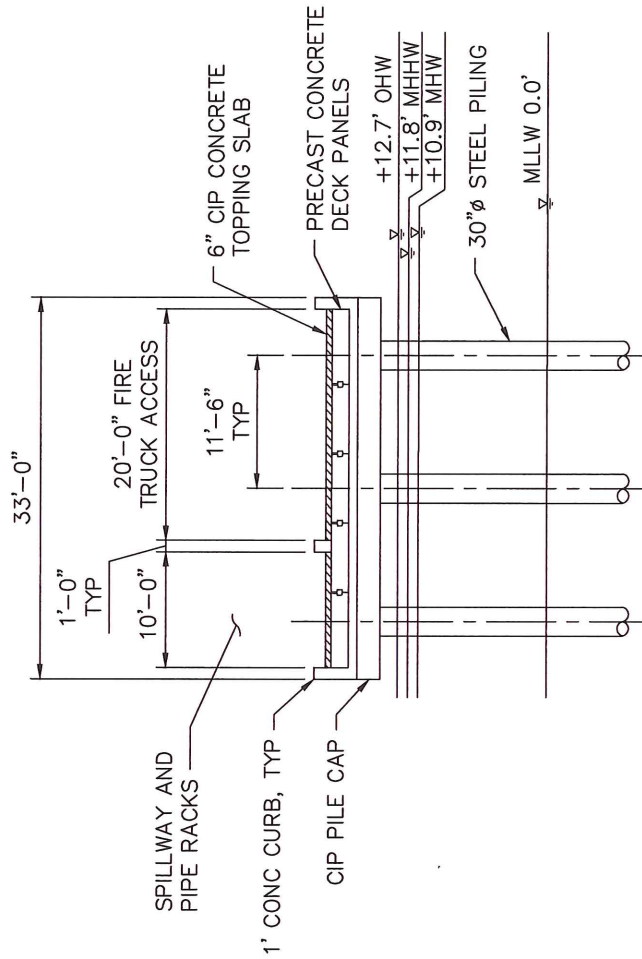
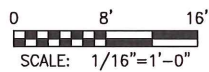
Sheet 9 of 17

Figure 9

Proposed Pier and Dolphins Elevation  
at Tacoma LNG Facility Site—2 of 3

Tacoma LNG Project  
USACE REF # NWS-2014-1128-WRD

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**A**  
6  
**ELEVATION - ACCESS TRESTLE**  
SCALE: 1/16"=1'-0"

PRELIMINARY



PROPOSED: REPLACEMENT OF TIMBER PIER & BULKHEAD  
IN HYLEBOS WATERWAY  
IN: PORT OF TACOMA  
SEC: 35 T: 21 N  
COUNTY: PIERCE  
DATE: DECEMBER 24, 2014  
DUM: MLLW = 0.0'  
R: 3 E  
STATE: WA

Revised 5/4/15

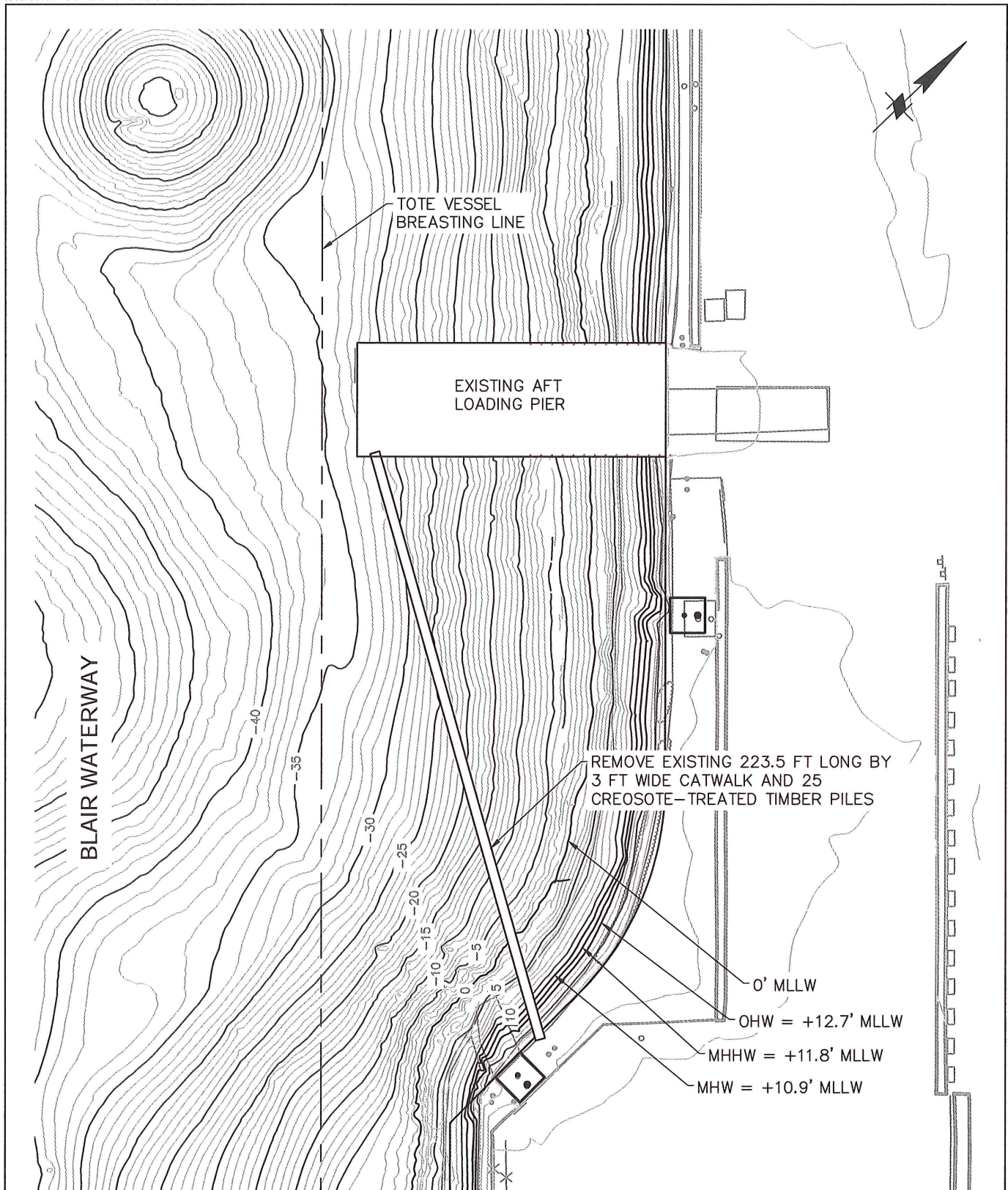
Sheet 10 of 17 Figure 10

Proposed Pier and Dolphins Elevation  
at Tacoma LNG Facility Site—3 of 3

Tacoma LNG Project  
USACE REF # NWS-2014-1128-WRD



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SITE PLAN - EXISTING CONDITIONS & REMOVAL PLAN

SCALE: 1" = 50'



SCALE: 1" = 50'

PRELIMINARY



PROPOSED: BLAIR WATERWAY LOADING PLATFORM

IN: PORT OF TACOMA  
SEC: 35  
COUNTY: PIERCE

DATUM: MLLW = 0.0'  
R: 3 E  
STATE: WA  
DATE: DECEMBER 24, 2014

Revised 5/4/15

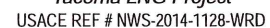
Sheet 11 of 17

Figure 11

Proposed Removal of Existing Catwalk at  
TOTE Marine Vessel LNG Fueling System Site

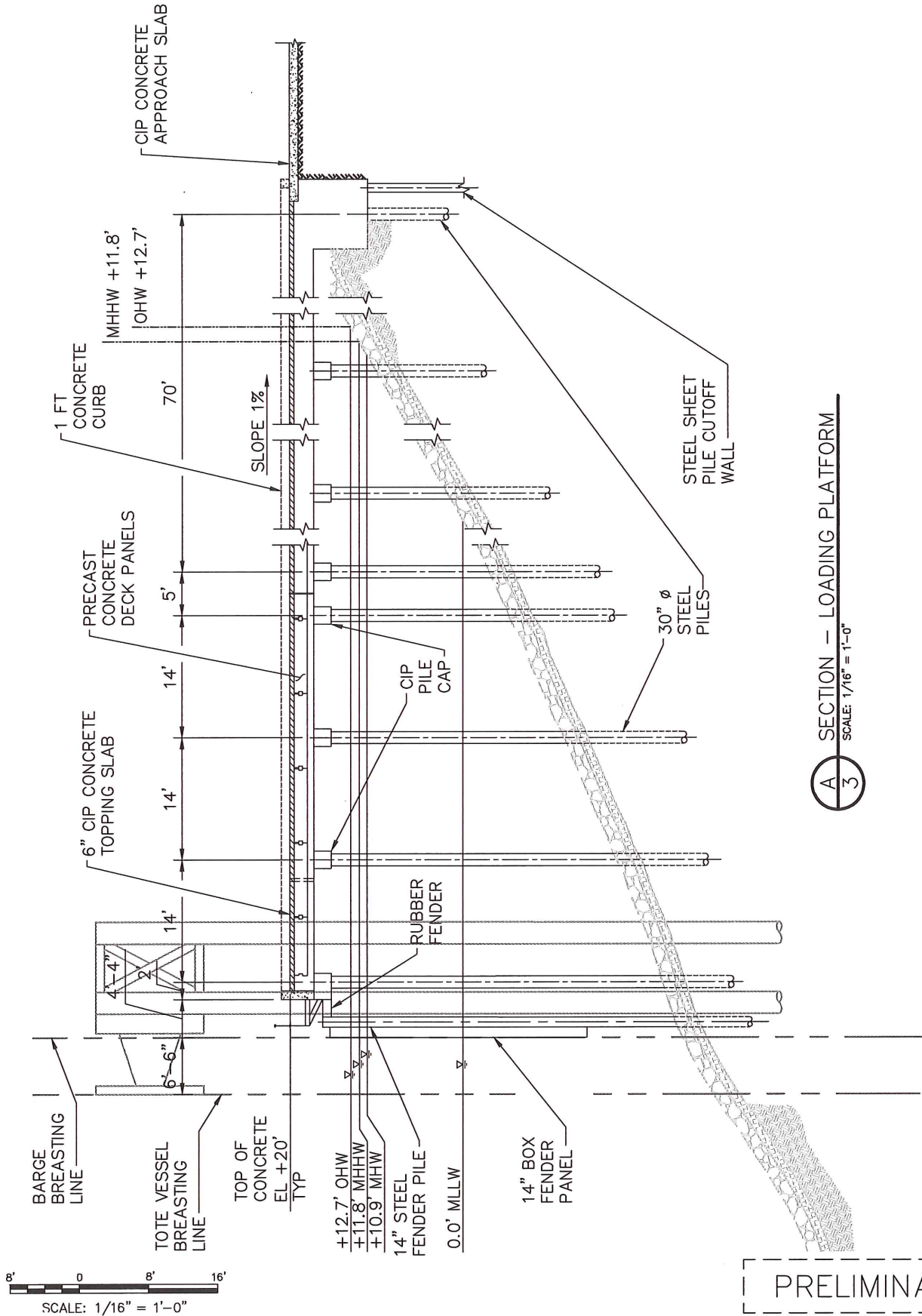
Tacoma LNG Project  
USACE REF # NWS-2014-1128-WRD







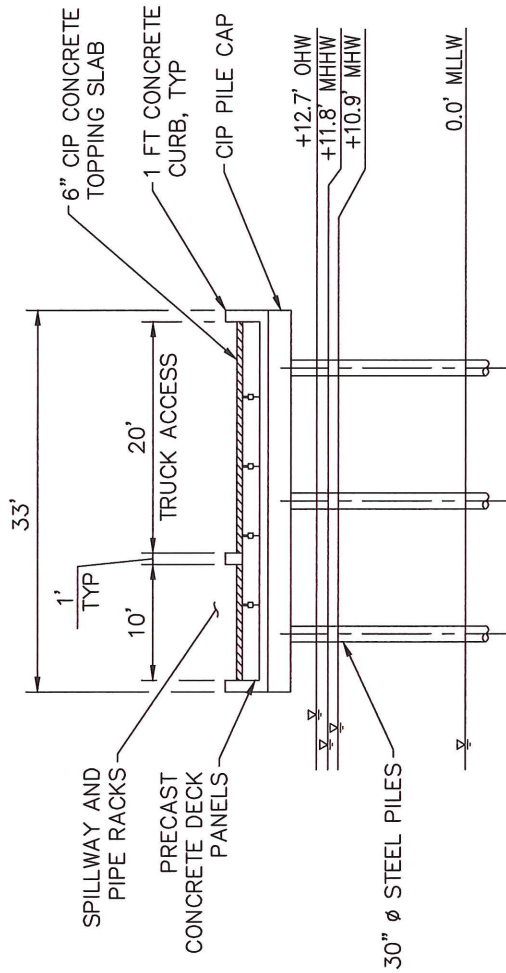
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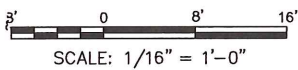
A SECTION - LOADING PLATFORM  
3  
SCALE: 1/16" = 1'-0"

PRELIMINARY

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**B** SECTION - APPROACH TRESTLE  
SCALE: 1/16" = 1'-0"



PRELIMINARY



PROPOSED: BLAIR WATERWAY LOADING PLATFORM **Sheet 14 of 17**

IN: PORT OF TACOMA  
SEC: 35  
COUNTY: PIERCE  
T: 21 N  
R: 3 E  
STATE: WA  
DATE: DECEMBER 24, 2014  
Revised 5/4/15

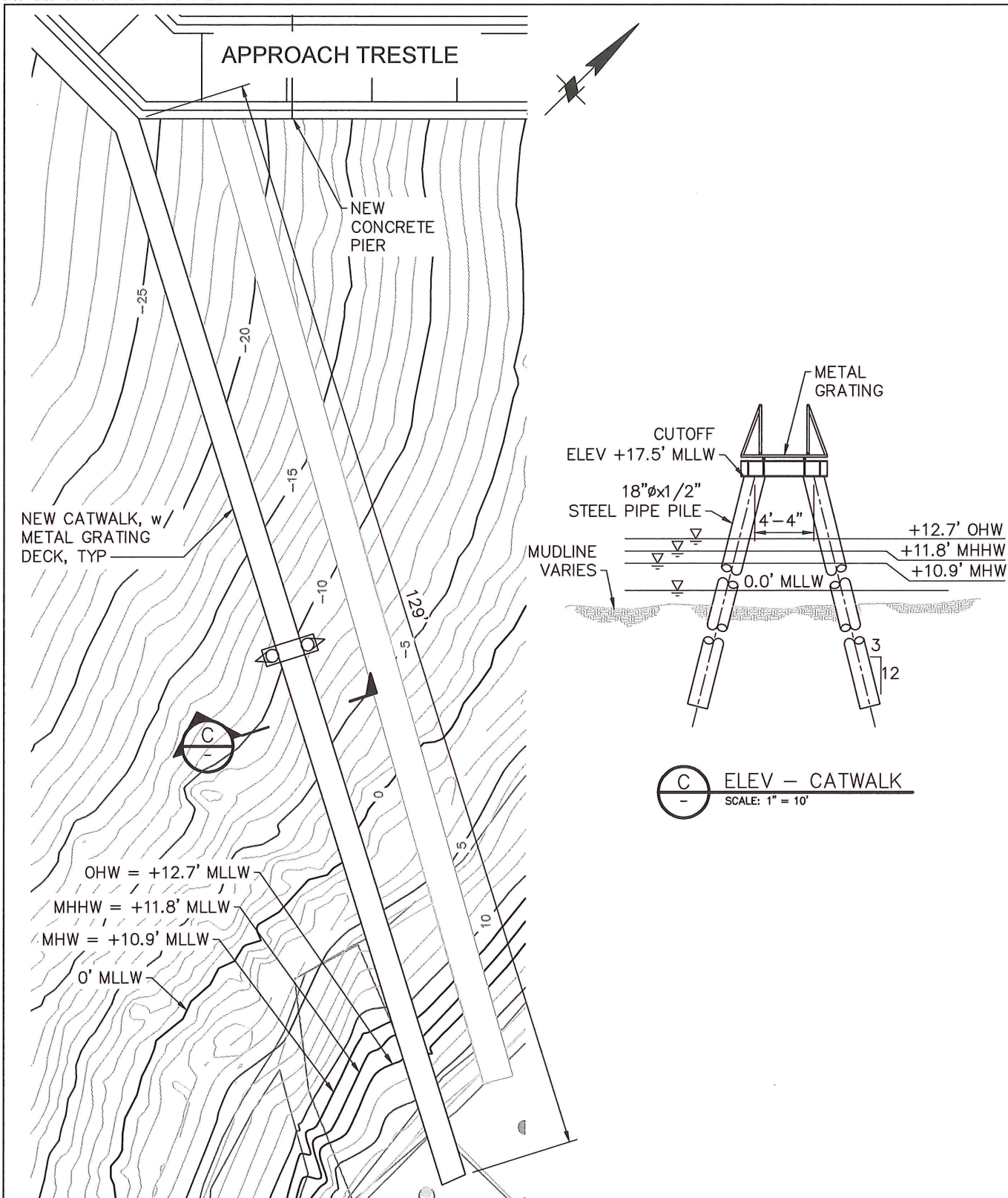
**Figure 14**

**Proposed Pier Elevation at TOTE Marine Vessel LNG Fueling System—2 of 2**

Tacoma LNG Project  
USACE REF # NWS-2014-1128-WRD

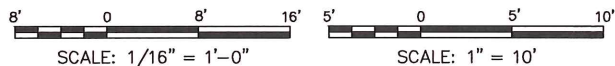


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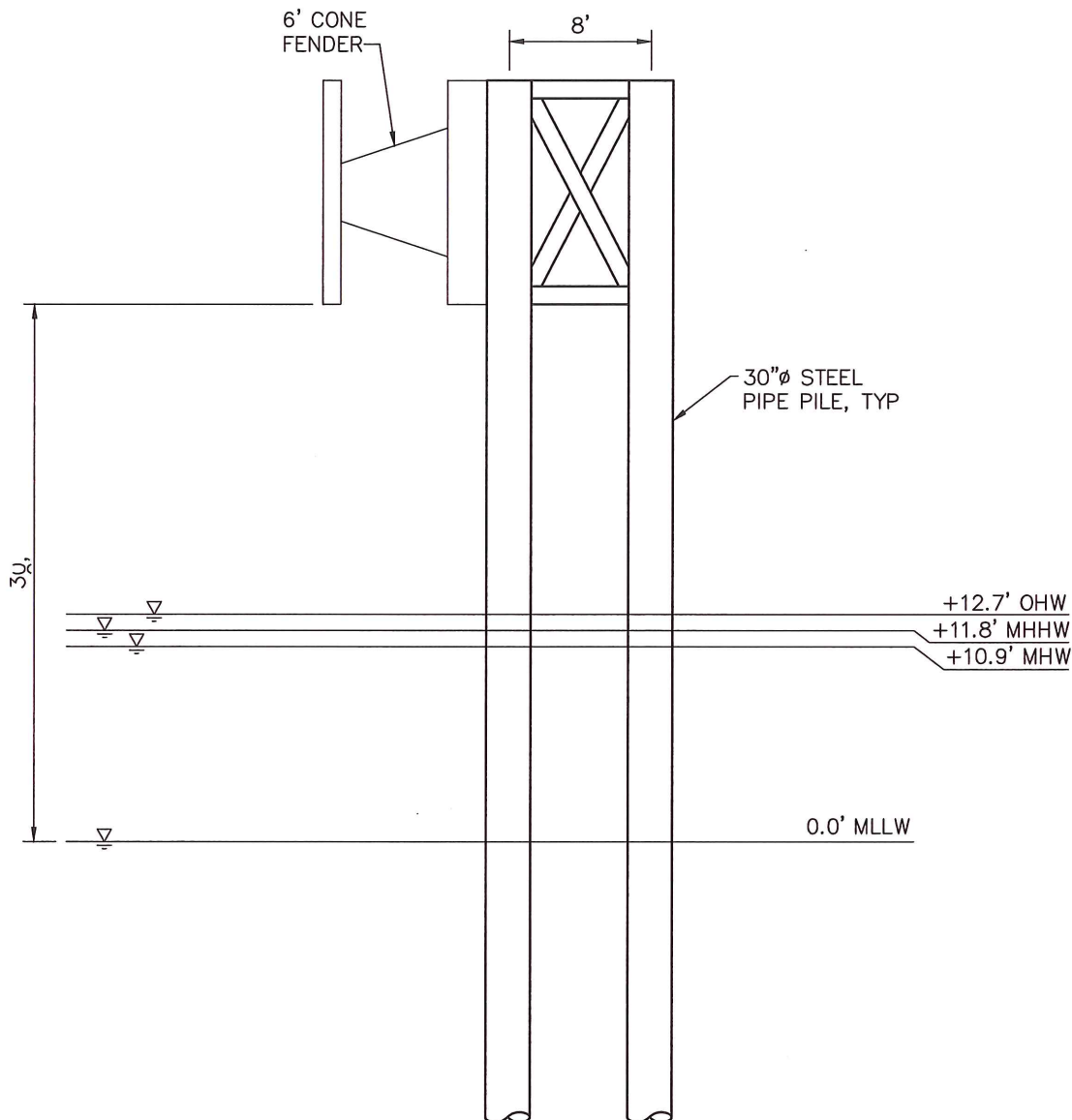
# ENLARGED CATWALK PLAN

SCALE: 1/16" = 1'-0"



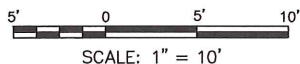
PRELIMINARY

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# ELEV - TOTE VESSEL BREASTING DOLPHIN

SCALE: 1" = 10'



PRELIMINARY





**PSE TACOMA LNG PROJECT (NWS-2014-1128-WRD)**

**PROJECT MITIGATION**

**A. Small Dock Located on Parcel 2275200532**

- Remove 23 existing creosote-treated piles.
- Remove 834 sq ft of existing treated timber dock.

Note: Removal of piles and dock being shared with TOTE Project (NWS-2015-114-WRD).

**B. Large Pier Located on two parcels (2275200502 and 5000350040)**

- Remove 458 existing creosote-treated piles.
- Remove 13,300 sq ft of existing treated timber pier.

Note: Blair in-water construction will require an additional 32 piles and 5,272 sq ft of decking to be removed from the Hylebos piers. When the Hylebos pier is replaced with a new pier there will be a net benefit of 307 creosote piles and 4,095 sq ft above and beyond required mitigation for the project. See Table 1 in the PSE Mitigation Plan (Appendix C in JARPA).

**C. Blair Waterway at TOTE on Parcel 5000350011**

- Remove 24 existing creosote-treated piles.
- Remove 671 sq ft of existing catwalk.

Hylebos Waterway

A. Small Dock

B. Large Pier

C. Catwalk

Blair Waterway

**PSE TACOMA LNG PROJECT (NWS-2014-1128-WRD)**

**PROPOSED PROJECT**

**Project Location and Description Details**

- Install 1 concrete pier (1,500 sq ft, trestle (2,244 sq ft), catwalk (1,450 sq ft) and 4 dolphins (total surface area of 900 sq ft) in the Hylebos Waterway using a total of 86 piles (18-inch to 30-inch diameter).
- Install trestle, catwalks and loading platform in Blair Waterway (6,201 sq ft) using a total of 48 piles (14-inch to 30-inch diameter).

Project Locations and Description Details  
(See Figures 1 through 16)



Applicant Name: Puget Sound Energy  
Proposed Project: Tacoma LNG Project  
Location: Tacoma, WA

Revised 5/4/15

Date: December 2014

Sheet 17 of 17

**Figure 17  
Overview of In-Water  
Compensatory Mitigation**

Tacoma LNG Project  
USACE Ref # NWS-2014-1128-WRD